

The Watchman and Southron.

WEDNESDAY, MARCH 3, 1897

BARMAIDS IN LONDON

SOME VERY RESPECTABLE GIRLS
CHOOSE THIS VOCATION.

One of Them, a Beautiful Irish Lass, Explains Why Many of Them Do So—They Are Looking For Good Matrimonial Catches—Titles Wanted Usually.

Under the title "Feminine Types In London" Jesse Francis Sheppard gives in Le Nonvelle Revue an account of the London barmaids.

"They are recruited," he says, "among the bourgeoisie as well as among the lower classes. Some of the most interesting types can be found in the bars or public houses of the west end, close to the fashionable theaters. Among them are very many perfectly respectable girls, who have chosen the career of a barmaid in order to make a living and, especially if they are pretty, to get a chance to catch a rich husband.

"A public house, situated at the angle of one of the principal thoroughfares, is both a gilded palace and a mine of gold. It exercises a strange fascination upon the poor country bumpkins who have just enough to pay for a drink, but the dullest coming out of a theater, the country greenhorn, the fashionable snob and the frequenter of the music halls are always to be found there. It is among these that the barmaids hunt for a husband. If there is one class of London society more stupid than another, it is that one which includes the frequenters of the public houses. With a pipe in his mouth and a glass of beer or whisky in front of him the young Englishman, dressed in fashionable style, with a slight and elegant figure and regular features, remains standing for more than an hour paying pretty little compliments to one or several of these ladies.

"The barmaid judges her customers by the cut of their clothes. If you want to attract her attention, you must present yourself with a silk hat and a handsome cane in your hand and a suit cut in the latest fashion. The high hat is de rigueur. Without that there is no possible chance of success.

"It was not without difficulty that I managed to get an interview with one of these young ladies, whose intelligence was equal to her beauty. At first I was astonished at finding so much intelligence in an English girl, but I learned that she was Irish, and that explained the mystery. Her father was dead and her mother was left without resources. So she was determined to come to London and look for a husband by posing behind a bar in Piccadilly.

"I was hardly more than three days here," she said with an amiable and roguish air, "when I understood why it was that so many pretty English girls don't get husbands. When they are beautiful, they are generally stupid. When they are intelligent, they are cold, masculine and ugly. Englishmen travel a great deal and meet in their ramblings through the world very many sprightly women, and they do not care for pretty girls who don't know how to chat with them."

"But in this mixture that comes here to drink and chat," I said, "how do you distinguish the men of the world from the others?"

"I recognize them by three things," she said boldly, "by their figure, by their clothes and by their complexion. For the most part they are tall and thin, dressed in the latest fashion and have a complexion more or less bronzed. This last trait is the surest sign." Seeing that I looked astonished, she added: "Nothing can be more simple. An English gentleman, if he has a fortune, passes three-fourths of his time hunting and in other open air exercise. The chaps who remain always in London have a paler and more delicate complexion, and, moreover, the expression of their faces is quite different from that of the others."

"Noticing with what attention I was listening to her, she continued: 'The gentlemen that I refer to have nothing elegant about them except their clothes, for their conversation lacks novelty. How can a man who understands nothing but hunting and cricket interest an intelligent woman? The conversation that goes on here in the name of wit makes me tired, but these gentlemen are the easiest of all to deceive. They are great big children in everything except sport and politics.'

"But you are always engaged," I said, "and it is difficult to get an opportunity to chat with you. You must already have had several offers of marriage?"

"I have been only one month here, and I have already had three. Two were from very rich sportsmen, but riches alone won't do for me. What I am after," she added, laughing, "is a title. You know, I must have a title."

"At this moment the play in one of the neighboring theaters was over, and the public house was invaded by a crowd of men, more or less stylish. The beautiful Irish girl kept herself somewhat aloof and only served customers that had the appearance of gentlemen.

"Well, I left London. A few months afterward, on returning here, I wanted to see once more my beautiful Irish barmaid. She was gone. Another lady was in her place, and she told me that Miss Clara had left to marry the second son of a prominent nobleman."

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And He Dropped Them a Line.

"Are you talking to yourself or to the fish?" inquired the man on horseback, reining up.

"To the fish," answered the sunburned man on the log, intently watching his cork. "I am trying to draw them out."—Chicago Tribune.

All Hope Gone.

"Can nothing be done for the prisoner, Mr. Brief?"

"I fear not, sir."

"The legal expedients are all exhausted, are they?"

"No. But the prisoner's money is."—Tit Bits.

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Fertilizers

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Write and ask us questions about those articles or anything else in our line—lumber, shingles, ornamental woodwork for stairs and porches and all kinds of exterior and interior finish.

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\$500 REWARD.

We will pay the above reward for any case of Liver Complaint, Dyspepsia, Sick Headache, Indigestion, Constipation or Costiveness we cannot cure with West's Vegetable Liver Pills, when the directions are strictly complied with. They are purely Vegetable, and never fail to give satisfaction. Sugar Coated. Large boxes, 25 cents. Beware of counterfeits and imitations. The genuine manufactured only by THE JOHN C. WEST COMPANY, Chicago, Ill.

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This remedy being injected directly to the seat of those diseases of the Genito-Urinary Organs, requires no change of diet. Cure guaranteed in 1 to 3 days. Small plain package, by mail, \$1.00. Sold only by

J. F. W. DeLORME, Sumter, S. C.

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Steel & Pennyroyal Pills
are the original and only FRENCH, safe and reliable cure on the market. Price, \$1.00; sent by mail. Genuine sold only by

For sale by J. F. W. DeLorme, Sumter, S. C.

Atlantic Coast Line.

WILMINGTON, COLUMBIA AND AUGUSTA RAILROAD.

CONDENSED SCHEDULE.

Dated Feb. 7, 1896.	No. 55.	No. 51.
	P. M.	P. M.
Leave Wilmington	3 25	3 25
Leave Marion	6 05	6 45
Arrive Florence	6 45	6 45
	P. M.	A. M.
Leave Florence	7 15	3 25
Arrive Sumter	8 42	4 30
	P. M.	A. M.
Leave Sumter	9 45	9 35
Arrive Columbia	10 35	10 55

No. 52 runs through from Charleston to Central R. R., leaving Lanes 8 26 a. m., Maning 9 05 a. m.

TRAINS GOING NORTH

	No. 54.	No. 53.
	A. M.	P. M.
Leave Columbia	5 50	5 15
Arrive Sumter	7 12	6 35
	A. M.	No. 50.
Leave Sumter	7 15	P. M.
Arrive Florence	8 25	6 40
	A. M.	
Leave Marion	8 55	
Arrive Wilmington	12 15	

*Daily. †Daily except Sunday.
No. 53 runs through to Charleston, S. C., via Central R. R., arriving Maning 7 10 p. m., Lanes 7 48 p. m., Charleston 9 30 p. m. Trains on Conway Branch leave Chadbourn 10 40 a. m., arrive at Conway 11 50 p. m., returning leave Conway at 2 25 p. m., arrive Chadbourn 4 55 p. m., leave Chadbourn 5 20 p. m., arrive at Hub at 6 00 p. m., return leave Hub 8 30 a. m., arrive at Chadbourn 9 15 a. m. Daily except Sunday.

JOHN F. DIVINE, Gen'l Supt.
J. R. KENLY, Gen'l Manager.
T. M. EMERSON, Traffic Manager

Notice!

AFTER an experience of twenty-eight years in the Cabinet shop of Mr. J. D. Craig, the undersigned have gone into the business of repairing and cleaning furniture, on their own account, and feeling confident of their ability to give perfect satisfaction, respectfully solicit the patronage of the people of Sumter and vicinity.

The preparing and dressing of dead bodies for burial will be promptly and carefully attended to.

Shop opposite the Episcopal church.
PETERSON & CUTHBERT.
Sept. 1st, 1896. Sumter, S. C.

Ohio River & Charleston Railway Co.

SAMUEL HUNT, Agent for Purchaser.

In effect January 4, 1896

CAROLINAS DIVISION.

NORTHBOUND.—(Daily except Sunday.)

	No. 33.	No. 11.
Lv Camden	2 30 p m	
Lv Kershaw	3 15 p m	
Lv Lancaster	3 55 p m	
Lv Catawba Junction	3 49 p m	
Lv Rock Hill	4 49 p m	
Lv Rock Hill	4 54 p m	
Lv Yorkville	5 50 p m	
Lv Blacksburg	6 30 p m	
Lv Blacksburg		8 00 a m
Lv Patterson Springs		8 30 a m
Lv Shelby		9 10 a m
Lv Rutherfordton		10 50 a m
Lv Marion		12 20 p m

SOUTH BOUND.—(Daily except Sunday.)

	No. 32.	No. 10.
Lv Marion	1 30 p m	
Lv Rutherfordton	3 05 p m	
Lv Shelby	5 30 p m	
Lv Patterson Springs	5 45 p m	
Lv Blacksburg	6 10 p m	
Lv Blacksburg	8 30 a m	
Lv Yorkville	9 35 a m	
Lv Rock Hill	10 10 a m	
Lv Rock Hill	11 00 a m	
Lv Catawba Junction	11 30 a m	
Lv Lancaster	12 05 p m	
Lv Kershaw	12 45 a m	
Lv Kershaw	12 45 p m	
Lv Camden	1 30 p m	

Dinner at Kershaw.

CONNECTIONS

No. 32 has connection with the Chester & Lenoir Railroad at Yorkville, S. C., with the Southern Railway at Rock Hill, S. C., with the Seaboard Air Line at Catawba Junction, S. C., with the Lancaster & Chester Railroad at Lancaster, S. C., and with the South Carolina and Georgia Railway at Camden, S. C.

No. 33 North bound train has same connections as No. 32.

SAMUEL HUNT, President.
S. B. LUMPKIN, Gen'l Pass Agt

"THE CHARLESTON LINE."

SOUTH CAROLINA AND GEORGIA RAILROAD.

PASSENGER DEPARTMENT.

Corrected to April 19th, 1896.

	DAILY.	DAILY.
Lv Charleston	7 10 a m	5 30 p m
Lv Summerville	7 45 a m	6 10 p m
Lv Piegalls	8 18 a m	6 50 p m
Lv Georges	8 30 a m	7 04 p m
Lv Branchville	9 00 a m	7 50 p m
Lv Rowesville	9 15 a m	8 07 p m
Lv Orangeburg	9 28 a m	8 24 p m
Lv St Matthews	9 48 a m	8 48 p m
Lv Fort Motte	10 00 a m	9 03 p m
Lv Kingville	10 10 a m	9 20 p m
Lv Columbia	10 55 a m	10 10 p m
Lv Columbia	7 00 a m	4 00 p m
Lv Kingville	7 40 a m	4 44 p m
Lv Fort Motte	7 51 a m	4 55 p m
Lv St Matthews	8 02 a m	5 09 p m
Lv Orangeburg	8 24 a m	5 27 p m
Lv Rowesville	8 38 a m	5 42 p m
Lv Branchville	8 55 a m	5 55 p m
Lv Georges	9 35 a m	6 37 p m
Lv Piegalls	9 48 a m	6 50 p m
Lv Summerville	10 22 a m	7 22 p m
Lv Charleston	10 00 a m	8 00 p m

Lv Charleston	7 10 a m	5 30 p m
Lv Branchville	9 15 a m	7 50 p m
Lv Bamberg	9 41 a m	8 19 p m
Lv Denmark	9 52 a m	8 31 p m
Lv Blackville	10 10 a m	9 50 p m
Lv Williston	10 27 a m	9 10 p m
Lv Aiken	11 09 a m	9 57 p m
Lv Augusta	11 51 a m	10 45 p m
Lv Augusta	6 20 a m	3 20 p m
Lv Aiken	7 08 a m	4 07 p m
Lv Williston	7 49 a m	4 44 p m
Lv Blackville	8 08 a m	5 03 p m
Lv Denmark	8 20 a m	5 17 p m
Lv Bamberg	8 35 a m	5 29 p m
Lv Branchville	9 10 a m	5 55 p m
Lv Charleston	11 00 a m	8 00 p m

Fast Express, Augusta and Washington, with Through Sleepers to New York.

Lv Augusta	2 35 p m
Lv Aiken	2 15 p m
Lv Denmark	4 19 p m
Lv Denmark	6 25 a m
Lv Aiken	7 28 a m
Lv Augusta	8 10 a m

Daily Except Sunday.

Lv Camden	8 45 a m	2 25 p m
Lv Camden Junction	9 35 a m	3 55 p m
Lv Kingville	10 05 a m	4 35 p m
Lv Kingville	10 25 a m	6 00 a m
Lv Camden Junction	11 00 a m	6 40 a m
Lv Camden	11 55 a m	8 15 a m

E. S. BOWEN, L. A. EMERSON,
Gen'l Man'g'r Traffic Man'g'r.

General offices—Charleston, S. C.

Atlantic Coast Line.

Manchester & Augusta Railroad

CONDENSED SCHEDULE.

In effect January 19, 1896.

TRAINS GOING SOUTH

	No. 35.	No. 17.
	A. M.	A. M.
Lv Darlington	7 53	
Lv Elliott	8 40	
Lv Sumter	9 25	
Lv Sumter	4 30	
Lv Creston	5 22	
Lv Creston		5 45
Lv Piegalls		9 15
Lv Orangeburg	5 47	
Lv Denmark	6 20	
	P. M.	A. M.

TRAINS GOING NORTH.

	No. 16.	No. 32.
	A. M.	P. M.
Lv Denmark	4 55	
Lv Orangeburg	5 25	
Lv Piegalls	10 00	
Lv Creston	3 50	
Lv Creston		5 47
Lv Sumter		6 40
Lv Sumter	6 55	
Lv Elliott	7 40	
Lv Darlington	8 30	
	P. M.	P. M.

*Daily. †Daily except Sunday.
Trains 50 and 51 carry through Pullman Palace Buffet Sleeping Cars between New York and Atlanta via Augusta.

T. M. EMERSON, H. M. EMERSON,
Traffic Manager Ass. Gen. Pass. Agt.
J. R. KENLY, Gen'l Manager.

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Atlantic Coast Line.

North-Eastern R. R. of S. C.

CONDENSED SCHEDULE.

TRAINS GOING SOUTH.

Dated Feb 7, 1896.	No. 35.	No. 23.	No. 53.	No. 51.
	A. M.	P. M.	A. M.	P. M.
Lv Florence	3 25	7 15		9 10
Lv Kingtree		8 25		10 20
Lv Lanes	4 33	8 42	P. M.	10 41
Lv Lanes	4 33	8 42	7 52	10 41
Lv Charl'ton	6 02	10 20	9 26	12 29
	A. M.	P. M.	P. M.	P. M.

TRAINS GOING NORTH.

	No. 78.	No. 32.	No. 52.	No. 50.
	A. M.	P. M.	A. M.	P. M.
Lv Charl'ton	5 30	5 20	7 00	4 00
Lv Lanes	7 05	6 45	8 26	5 45
Lv Lanes	7 05	6 45		5 45
Lv Kingtree	7 23			6 05
Lv Florence	8 25	7 55	P. M.	7 15
	A. M.	P. M.	P. M.	P. M.

*Daily. †Daily except Sunday.
No. 52 runs through to Columbia via Central R. R. of S. C.

Trains Nos. 78 and 32 run via Wilson and Fayetteville—Short Line—and make close connection for all points North.
Trains on C. & D. R. R. leave Florence 8 55 a. m., arrive Darlington 9 28 a. m., Cheraw 10 40 a. m., Wadesboro 2 25 p. m. Leave Florence, daily except Sunday, 8 10 p. m., arrive Darlington 8 40 p. m., Hartsville 9 35 p. m., Bennettsville 9 36 p. m., Gibson 10 00 p. m. Leave Florence, Sunday only 9 00 p. m., arrive Darlington 9 27 a. m., Hartsville 10 10 a. m.

Leave Gibson daily except Sunday 6 15 a. m., Bennettsville 6 41 a. m., arrive Darlington 7 40 a. m. Leave Hartsville daily except Sunday 6 30 a. m., arrive Darlington 7 15 a. m., leave Darlington 7 45 a. m., arrive Florence 8 15 a. m. Leave Wadesboro, daily except Sunday 3 00 p. m., Cheraw 5 15 p. m., Darlington 6 27 p. m., Florence 6 55 p. m. Leave Hartsville, Sunday only 7 00 a. m., Darlington 7 45 a. m., arrive Florence 8 10 a. m.
J. R. KENLY, JNO. F. DIVINE,
Gen'l Manager, Gen'l Supt.
T. M. EMERSON, Traffic Manager

Wilson and Summerton R. R.

In effect January 15th, 1896.

TRAINS GOING NORTH.

	No. 72.
Leave Wilsons Mill	9 10 a m
Lv Jordan	9 35 a m
Lv Davis	9 45 a m
Lv Summerton	10 10 a m
Lv Millard	10 45 a m
Lv Silver	11 10 a m
Lv Packville	11 30 p m</